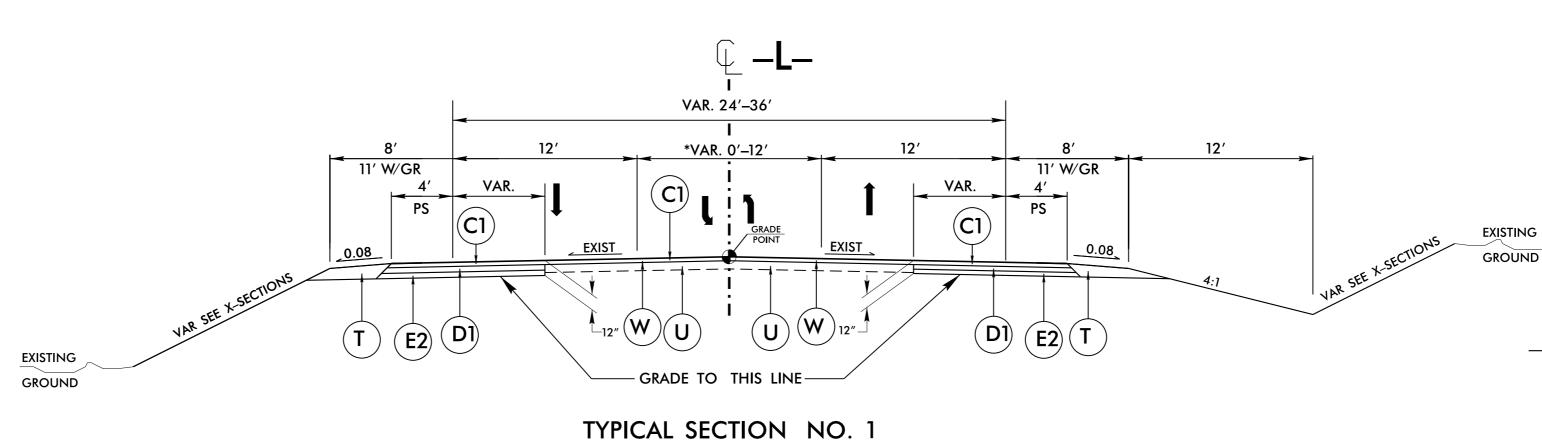


NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



USE TYPICAL NO. 1

PROJECT REFERENCE NO.

B - 5114

ROADWAY DESIGN

014571

SHEET NO.

2A-1

PAVEMENT DESIGN

022896

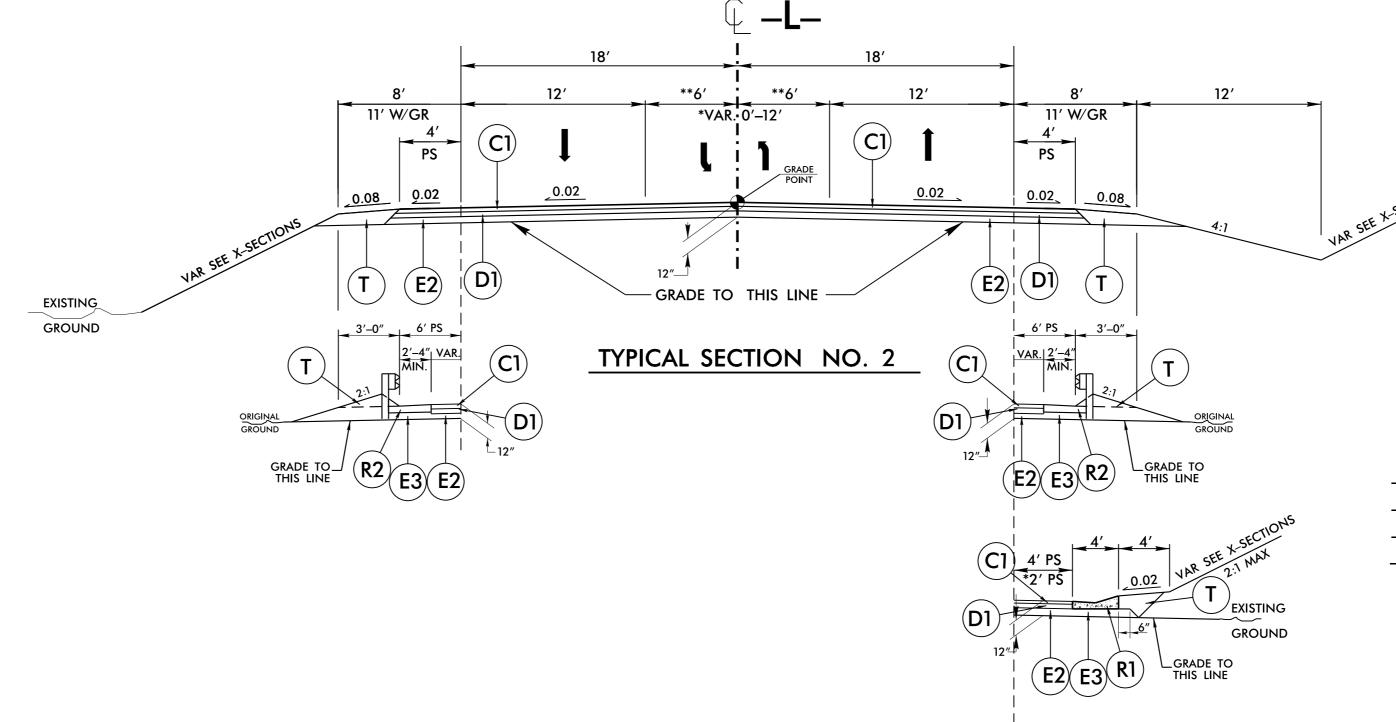
Clark Morrison

-L- STA. 13+34.42 TO STA. 14+00.00 \*-L- STA. 25+80.00 TO STA. 27+22.00

OVERLAY EXISTING PAVEMENT WITH (C1)

-L- STA. 27 + 22.00 TO STA. 28 + 20.00

NOTE: USE INCIDENTAL MILLING AT ALL TIE-INS FOR \_L\_, \_Y1\_, \_RP1\_, \_RP2\_, AND AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.



## USE TYPICAL NO. 2

-L- STA. 14+00.00 TO STA. 14+60.00

EXISTING

GROUND

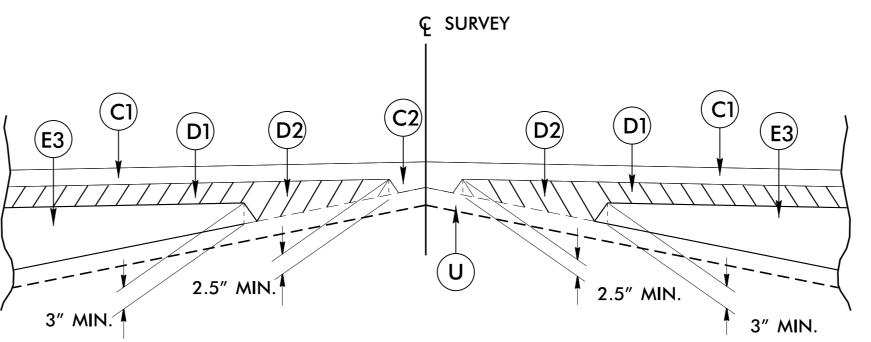
- \*-L- STA. 14 + 60.00 TO STA. 17 + 00.00
- \*\*\_L\_ STA. 17 + 00.00 TO STA. 18 + 79.61 (BEGIN BRIDGE)
- \*\*\_L\_ STA. 21+26.61 (END BRIDGE) TO STA. 25+80.00

## INSTALL SHOULDER BERM GUTTER (SBG) AS FOLLOWS.

- -L- STA. 18+15.00 TO STA. 18+33.44 (BEGIN APPROACH SLAB) LT -L- STA. 18+53.00 TO STA. 18+78.52 (BEGIN APPROACH SLAB) RT
- -L- STA. 21+27.70 (END APPROACH SLAB) TO STA. 22+30.00 LT
- -L- STA. 21+72.78 (END APPROACH SLAB) TO STA. 22+30.00 RT

## INSTALL EXPRESSWAY GUTTER (EXG) AS FOLLOWS.

- \*\_L\_ STA. 13 + 96.45 TO STA. 15 + 00.00 RT \*TRANSITION FROM 2' PS TO 4' PS
- (-L-STA. 15+00.00 TO 15+50.00 RT)
- -L- STA. 15 + 50.00 TO STA. 17 + 85.76 RT



Detail Showing Method of Wedging